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- a. The frontier inspection point for ships entering and leaving the country; ships are inspected at anchor in the river. There is no cargo traffic at either Bezdan or Batina.
- b. On the Bezdan bank there is a stone quay 200 meters in length, and three customs and police buildings.
- c. There is a winter harbor upstream from Bezdan beyond the Tisza canal which can accommodate approximately 25 barges. There is a passenger ferry between Batina and the east bank.

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- a. There are two floating jetties and a small wharf on the east bank. Of the jetties, the most northerly is used by passenger craft and the other for loading hemp.
- b. The wharf belonged to Braun and Piri but has been nationalized. It is capable of carrying out repairs and some small scale building but there is little activity there at present.

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- a. Upstream from Osijek on the south bank is a winter harbor capable of accommodating 40 craft.
- b. The main activity at the port of Osijek is the unloading of oil into three tanks on the bank; some grain and machinery is loaded there.
- c. There is no stone or banked quay but two parallel railroad lines run along the bank for some 200 meters. Two or three barges can work at a time.

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- a. The main traffic at Vukovar is the loading of plums and grain and the

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unloading of agricultural and other machinery.

b. There is no quay, cranes or oil tanks; all work is done by stevedores.

5. Ilok - Backa Palanka

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a. There is a ferry between Ilok and Backa Palanka. Hemp is loaded from two landing stages at Backa Palanka; otherwise there is little activity. There are no cranes, storehouses or quay.

6. Novi Sad

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a. The north port at Novi Sad lies in a harbor 500 by 80 meters upstream from the main port area; it has a sloping stone quay at which five barges can lie simultaneously. Two railroad tracks run parallel with the quay. It also has four storage sheds, each 20 by 30 meters.

b. The main port has a sloping stone quay 400 meters long at which five barges can lie simultaneously; 3 railroad tracks run parallel with the quay. There are no cranes and the work is done by stevedores. There is one 3-story warehouse at the rear of the railroad tracks.

c. The principal commodities handled at the port are grain, wood, iron goods, agricultural and other machinery and paper.

d. The northern railroad bridge was destroyed during the war; the passage between the two remaining piles is narrow and fast and can be navigated by a tug with only a single row of barges at a time.

e. The locks on the Tisza canal which runs into the Danube just below the town, can each accommodate a tug and barge simultaneously.

7. Belgrade

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a. The Zemun Port

1) This port has a stone quay but the portion of the river immediately in front is silted to such an extent that barges must lie 50 meters off; a plank walk is built over this leading to a landing stage to which barges tie up; this landing stage is opposite the gas works.

2) A single railroad track runs parallel with the quay and there is a storage shed at the southern end. The D.D.S.G. shipping agency and passenger landing stage is located at the northern end of the quay.

3) Fruit and machine parts are handled at the Zemun port.

b. Belgrade Main Port

1) This port has a stone quay 800 to 1,000 meters long and capable of taking 8 to 9 barges simultaneously.

2) The quay is backed by three parallel railroad tracks (two of these go around the fortress as far as the power station harbor); there are six mobile cranes on these tracks.

3) Grain, fruit, machinery and iron goods are handled at this port.

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c. Tanker Port

- 1) There is a small oil station located up the Sava River from Belgrade and opposite the Gypsy Island. There is no quay but two oil tankers can lie up to the bank and unload simultaneously into tank cars on the railroad tracks along the bank.

d. Sugar Port

- 1) The sugar port is located a short distance upstream from the tanker port. Three barges can lie up to the bank and discharge syrup and molasses onto trucks on the railway siding. The sugar comes from Beeskerek.

e. The Winter Harbor

- 1) The winter harbor lies on the Sava between Zemun airfield and Gypsy Island and can accommodate between 40 and 60 ships. On the Zemun side of the harbor is a shipbuilding and repairing wharf approximately one-third the size of that at Smederevo.

f. New Fortress Quay

- 1) Dredgers are clearing the mud and silt from the banks which have established themselves, with dangerous consequences to shipping, on the east bank of the Danube between Belgrade and Zemun.
- 2) This silt is being ferried over the river and used as foundation for a new quay 300 meters long which is to be built between the power station harbor and the fortress at the mouth of the Sava. It is estimated that the work will be completed and the quay built in 1954.
- 3) At the present time this stretch of the river is being used by melon boats; they unload onto a landing stage and gangplank built out over the silt.

g. The Power Station Harbor

- 1) This harbor provides room for 8 barges simultaneously. Three to four collier barges (3,000 tons) are unloaded every week. The harbor only handles coal for the adjacent power station.

8. Pancevo

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- a. The quay lies on the Tamis River and consists of five pontoons; of these the middle one is used for passenger craft, the others for loading of hemp and a small amount of grain and for the unloading of machinery.
- b. There are three storage sheds on the bank; a doubletrack railroad runs along the bank. All work is done by stevedores.

9. Smederevo

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- a. The wharf on the south bank consists of 4 inter-communicating shops well above the maximal height of the river; six average barges can be accommodated on the slipway while awaiting repair; the highest point on the slipway is 10 to 15 meters above the normal height of the river. Both new building and repairs are done at the wharf.

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- b. The main goods port has a stone quay 400 meters long backed by three parallel railroad tracks and two wooden storage sheds, 20 to 30 meters long.
- c. To the east of the small tributary running into the Danube, there is an oil refinery built during the war; to the south of it there are two to four oil storage tanks. The refinery is served by a double-tracked railroad.
- d. To the west of the tributary and between it and the ruined fortress a doubletrack railroad runs down to the river; standing offshore at the terminus of this railroad is a large ferry. This ferry can carry 9 loaded railroad cars in rows of three; when loaded, the ferry is drawn by tug 1.5 kilometers downriver to a similar terminus to the west of Kovin where they continue their journey by rail. The ferry was destroyed during the war but has been repaired.

10. Gradiste

- a. The customs inspection post for ships entering or leaving Yugoslavia.
- b. There is a 100 meter sloping stone quay but there is almost no traffic with the exception of passenger and postal services. Small quantities of fruit are loaded at harvest time.

11. Milanovac

- a. There is a small loading station for pyrites located upstream from Milanovac. This comes by cable cars from a quarry 30 kilometers inland and is tipped straight into the waiting barges; 550 tons of pyrites can be loaded in six hours.
- b. The breakwater walls upstream from Milanovac and opposite Svinica have been repaired in order to canalize the river.

12. Prahovo

- a. Until 1948, considerable quantities of copper were loaded in Prahovo for Ismail; there was no traffic of this kind during the 1949 season.
- b. There is a sloping quay and doubletrack railroad alongside at Prahovo but no cranes, storage sheds or oil storage tanks. The port is almost dead and the shipping agency appeared to be closed.

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